

### III. REMARKS

Claims 1-20 are pending in this application. Claim 1 has been amended, and no claims have been cancelled. Applicants do not acquiesce in the correctness of the rejections and reserve the right to present specific arguments regarding any rejected claims not specifically addressed. Further, Applicants reserve the right to pursue the full scope of the subject matter of the original claims in a subsequent patent application that claims priority to the instant application. Reconsideration in view of the following remarks is respectfully requested.

Entry of this Request for Reconsideration is proper under 37 C.F.R. § 1.116(b) because the Amendment: (a) places the application in condition for allowance as discussed below; (b) does not raise any new issues requiring further search and/or consideration; and (c) places the application in better form for appeal. Accordingly, Applicants respectfully request entry of this Request for Reconsideration.

In the Office Action, claims 1-20 are rejected under 35 U.S.C. § 103(a) as allegedly being unpatentable over Fukushima (U.S. Patent No. 6,113,341) in view of Murata (U.S. Patent No. 6,504,144).

With respect to claims 1, 10, and 16, Applicants submit that Fukushima and Murata do not teach each and every feature of the claimed invention, and therefore the claimed invention is not rendered obvious.

With respect to claim 1, Applicants have herein amended the claim to recite in relevant part, “a system ... comprising: a test fixture for supporting the overhead traveling vehicle (hereinafter, “OTV”) in a stationary state during analysis...” to provide increased clarity. This revision does not narrow the scope of the claim. Applicants submit that the claimed “system for testing an [OTV]” including a “test fixture for supporting the [OTV] in a stationary state during

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analysis,” and “a data collector for collecting data regarding an operation parameter of the [OTV]” (claim 1) is not disclosed by Fukushima (6,113,341). Figs. 1-5 (Fukushima) and accompanying text (*see* Col. 3, line 21 – Col. 6, line 7) do not teach a system comprising in relevant part, a “test fixture for supporting the [OTV] in a stationary state” (claim 1 of the claimed invention, line 2). Instead, Fukushima teaches an operable tracking cart system, in which the tracking cart is “suspended from the traveling rail 8” (col. 3, line 41), and “travels using a pair of traveling wheels 30” (col. 3, line 40, *see* Fig. 1). The wheels 30 are part of the cart’s traveling unit 10, and are operably coupled to the traveling motor 32 (*see* Fig. 1). The cart travels along traveling rail 8 when the traveling motor 32 engages with the cart’s traveling wheels 30, causing the cart’s traveling wheels 30 to roll along rail 8, carrying the tracking cart along the rail. Because traveling wheels 30 roll on a solid surface (i.e. traveling rail 8), it is not possible to operate the cart’s traveling unit 10 and wheels 30 without actually moving the cart along rail 8 as is done in the normal mode of operation.

The claimed invention contrasts with Fukushima in that the system includes, in relevant part, “a test fixture for supporting the [OTV] in a stationary state during analysis, the test fixture including a rotatable bearing set for engaging an outside edge of a wheel of the [OTV]” (claim 1; *see* Figs. 2A, 2B, 3, and 4). Referring to Fig. 2, testing system 90 includes a test fixture 104, which supports the OTV 92 in substantially the same way in which it operates, i.e. hanging from a raised support. Test fixture 104 diverges from the usual operational mode of an OTV (which is similar to the system taught by Fukushima) by supporting OTV 92 *in a stationary state* during analysis. As shown in Figs 3-5, test fixture 104 includes rotatable bearings 114A and 114B mounted in the lower extremity 124 of the rail (“a rotatable bearing set,” claim 1; *see* Fig. 3) that rotatably engage with “an outside edge of a wheel [98] of the [OTV]” (claim 1). This feature

allows the wheels 98 to roll over the bearings 114A and 114B instead of rolling on the traveling rail. This causes the OTV to remain substantially stationary on the rail while the OTV is operated for testing. Applicants respectfully submit that Fukushima does not teach the claimed invention including this feature.

In the Office Action, it is asserted that "Murata (USPN 6,504,144) teaches a test fixture (figure 1)," and that "it would've been obvious to one skilled in the art at the time of the invention to modify [Fukushima] to include a test fixture taught by Murata in order to avoid contact between objects to be carried." (*see* Office Action, p. 4-5). With respect to claim 1, Applicants respectfully submit that Murata fails to disclose or suggest a "system for testing an [OTV]" including, *inter alia*, a "test fixture for supporting [an OTV] in a stationary state" (claim 1), and therefore it would not be obvious to combine the teachings of Fukushima and Murata to achieve the claimed invention. Murata's Fig. 1, cited in the Office Action (at p. 4), teaches a carriage 3 which travels along overhead-mounted track 1, and uses an obstacle-detecting sensor 22 which optically searches the raising and lowering path between carriage 3 and load port 8. (Murata, Fig.1; Col. 5, lines 3-7.) Obstacle detecting sensor 22 is "the chief point of difference [in Murata] from the conventional technology" (Col. 5, lines 11-12), which is otherwise similar to the technology taught by Fukushima. Applicants wish to clarify that the obstacle detecting sensor of Murata, which "avoid[s] contact between objects to be carried" (Office Action, p. 5) is entirely distinct from the test fixture recited in the claimed invention and discussed above. As the claimed invention including the test fixture feature is not taught by Murata, Applicants accordingly respectfully request withdrawal of the rejection.

With respect to claim 10, Applicants note that this claim includes features similar in scope to those already addressed above with respect to claim 1. Applicants respectfully submit

that the Office correctly observed that "Fukushima (USPN 6,113,341) does not appear to teach a test fixture" (Office Action, p. 4, line 21). Further, the Office relies on the same arguments and interpretations of both Fukushima and Murata in its rejection of claim 10 as discussed above with respect to claim 1. To the extent that the Office's arguments and interpretations of Fukushima and Murata are the same, Applicants herein incorporate the arguments presented above with respect to claim 1. Accordingly, Applicants respectfully request withdrawal of the rejection for the above stated reasons.

With respect to claim 16, Applicants note that this claim includes features similar in scope to those already addressed above with respect to claims 1 and 10. To wit, the method of calibrating an OTV of claim 16, comprising in relevant part "supporting the [OTV] on a test fixture, in a stationary state, by rotatably supporting an outside edge of each wheel of the [OTV] with a rotatable bearing set including a pair of rotatable bearings" is substantially similar to claims 1 and 10, directed to a system for testing an OTV and a test fixture for so testing, respectively. Further, the Office relies on the same arguments and interpretations of both Fukushima and Murata in its rejection of claim 16 as discussed above with respect to claims 1 and 10. To the extent that the Office's arguments and interpretations of Fukushima and Murata are the same, Applicants herein incorporate the arguments presented above with respect to claims 1 and 10. Accordingly, Applicants respectfully request withdrawal of the rejection for the above stated reasons.

With respect to claims 2-9, 11-15, and 17-20, Applicants herein incorporate the arguments presented above with respect to claims 1, 10, and 16 from which claims 2-9, 11-15, and 17-20 depend. The dependent claims are believed to be allowable based on the above arguments, as well as for their own additional features.

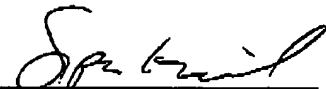
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#### IV. CONCLUSION

Applicants respectfully submit that the Application as presented is in condition for allowance. Should the Examiner believe that anything further is necessary in order to place the application in better condition for allowance, the Examiner is requested to contact Applicants' undersigned attorney at the telephone number listed below.

Respectfully submitted,

  
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Date: 7/12/06

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